

## CENTRAL INTELLIGENCE AGENCY

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE 25X1

1. While underway toward Odessa [REDACTED] ship met, off Cape Fontana, a motor patrol boat with features and dimensions resembling the fast motor launches of the Italian Revenue Service (Guardia di Finanza); it had a steel hull, and one machine gun of approximately 8 mm caliber on the bow; its speed was estimated at 20 knots. The motor patrol boat approached from seaward, passed close aboard the ship's bow, apparently to read its name, and proceeded toward shore. It then reversed course and headed toward the sea. Between Cape Fontana and Odessa there were four masonry structures of light-house type, about 30 meters high and a mile apart, along the coast. Farther inland, there were two very high steel openwork towers of radio antenna type approximately 120 meters tall. 25X1
2. The ship anchored in Odessa harbor [REDACTED]. Also anchored there was a Soviet motor tanker of approximately 10,000 tons, loaded, and smart looking enough to be of new construction. It was equipped with radar similar to that on Italian freighters. This motor tanker was lying between two tankers; the first was a motor barge of an estimated 1,500 DWT, with a flat steel hull suited to river shipping. The other was a steam tanker with a capacity of approximately 1,300 DWT and was half loaded. At 1700 hours, a motor boat came alongside and transferred the pilot and a woman physician. This vessel carried a three-man crew and two soldiers who stayed aboard. The motor boat returned to port as soon as it had delivered the pilot and the doctor. The doctor checked the pratique and the certificate of rat extermination and then gave the ship a clean bill of health; the ship then began to enter the inner harbor, and at 1745 it berthed. The inspection party, composed of two policeman, two customs agents, one representative from the port captain's office, and a young miss from the Inflot agency, then came aboard. The police checked the seamen's booklets and the crew's list. Noticing from the photographs in the booklets that two of the sailors were very young, the police asked for other identification with more recent photographs; identification papers were then shown. The customs agents sealed a camera and the radio telephone, checked the currency by listing it under the master's signature, leaving the currency in care of the master and carried off the list. The

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port captain's representative was dressed as a civilian. He wrote the date of arrival on the crew's list. The police kept the crew list and six copies of the ship's muster list together with the seamen's booklets; after two hours the police sent a pistol-armed soldier aboard with the seamen's booklets and passes to go ashore. The crew was free to leave the ship with no restriction as to numbers, provided they returned to ship by 2400, with emergency extension to 0100.

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Sometimes no crew was indicated. The sentries wore a light brown uniform, a blouse with a closed collar, a long loose cloak of the same color, a forest green cap with visor and a red star for insignia, and black boots. A red cloth was sewed to the collar of the cloak, as a sort of collar patch.

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3. At 2015, two grab buckets, each of 10 tons capacity, began loading small-sized anthracite coal. These bucket cranes were mounted on openwork towers 10 meters long with a jointed jib, at the end of which the buckets were attached; the entire device traveled on tracks which extended along the wharf. Loading operations were interrupted from 2400 to 0600, because of ship's needs; [redacted] 2,372 tons of coal had been loaded. In port, were berthed: three Soviet medium tonnage steamships transferring cargo; one Soviet steamship of old construction, of 8,000 DWT, empty and idle, without radar, with a direction finder antenna; a Soviet Liberty ship in good condition, empty and idle, without radar; a Soviet steamship of old type, of 3,000 DWT, unloading coal; steamship SECONDO SAN GIORGIO which loaded coal; motor ship ESPRESSO of the [redacted] maritime district, which unloaded lemons taken on [redacted]. These lemons were stored in the warehouse on the wharf facing the berth and quickly reloaded on refrigerated railroad cars. A passenger steamship with a steel hull and a capacity of 100 DWT, in a derelict condition, with a large floating crane alongside was also in port.

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4. [redacted] ship was about to depart when suddenly, at point 1 on sketch No. 1, something emerged which [redacted] was the bow of a short-range submarine. By consulting Jane's, he saw that this bow was similar to that of "Coastal Submarines -- Later 'M' Type" (page 319 of the 1954-1955 edition). This bow had no stays and emerged about six meters at an angle of 70 degrees; [redacted] unable to note torpedo launching tubes from [redacted] distance and position. The sea was calm and no whirlpools were noticed in the water around the bow. Two naval motor boats stood by with about ten passengers, each who watched the water. The pilot aboard [redacted] ship volunteered no explanation while departing from harbor but fearing interference to the submarine [redacted] asked for a tug. However, the captain of [redacted] ship insisted against the tug and it was not called.

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5. In the open storage area facing the port exit, there were rows of new, heavy Soviet motor trucks. Packed cases of various material was lying near the trucks. Armed soldiers guarded both the trucks and the cases; one of the sentries stood on a wooden tower in a wooden booth in the center of the storage area.

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6. The wharves [redacted] were equipped with railroad tracks, electric cranes, almost all of the modern luffing type, on tracks with current outlets ashore, drinking water, electric power outlets, and mooring bitts. The port was fairly well lighted.

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7. Before departure, the same inspection party which had boarded upon arrival conducted the outgoing inspection; it removed the seals from the radio-telephone set and camera, secured the passes, checked the currency, returned the muster list and the pratique, and then left the ship. [redacted] [redacted] disembarked the pilot outside the harbor.

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8. [redacted] considerable land traffic was noted in the port surroundings, and many ships, mostly Soviet, were busy loading cast iron ingots and small trucks. A [redacted] ship or two were unloading bags which presumably contained chemical fertilizer, while [redacted] ships were berthed at pierside to load or unload general cargo. The small trucks which were ready for loading numbered about 200; they were military vehicles and slightly larger than Jeeps, painted dark green and had a tailboard. On several preceding occasions, piles of cast iron ingots awaiting loading, presumably for some time because they were rusted, have been on the piers. 25X1
9. [redacted] the former [redacted] battleship [redacted] (now NOVOROSSIYSK) entered Odessa and proceeded to the repair yard. Three coastal destroyers were anchored in the same repair yard. A number of medium-power tugboats were observed. On 3 April, a submarine left the port of Odessa: it had no stays, was armed with a 40-mm gun, [redacted] its displacement was not over 500 tons. This submarine was headed toward the Crimea; its speed was eight to ten knots. After consulting Jane's, [redacted] it was like "Coastal Submarines -- Later "M" (page 319 of the 1954-55 edition) with slight variations in the construction of the conning tower and its deck equipment (see sketch No. 2, page 8). The snorkel was not observed; there were five men on the conning tower resting on the edge in such a manner as to appear to be hiding something. 25X1
10. [redacted] the motor oil tanker [redacted] ship of 13,000 DWT, equipped with radar, was loading crude petroleum for transport [redacted] It departed on the morning of 4 April. 25X1
11. [redacted] in Odessa were: the SS RAPALLO, which loaded 7982 tons of fuel oil; a Soviet steam tanker of 1,000 DWT equipped with radar resembling that on [redacted] freighters; three Soviet river tankers with capacity of 2,000 DWT each, loaded; a floating drydock (No. 2 on sketch No. 1) [redacted] with a Soviet freighter docked; a floating drydock (No. 3 on the sketch) with a Soviet passenger steamer, POBEDA Classa, docked, equipped with radar; a floating drydock (No. 4 on the sketch) with the Soviet steam tanker SERGO of 8,000 DWT docked; a floating crane (No. 5 on the sketch) with fixed jib, double purchase, one of which was set on the top and the other at 1/4 of the jib length beginning at the upper end. The pulleys had three steel cables; its estimated lift was 200 tons. Two floating targets equipped with three radar screens; a floating crane (No. 6 on the sketch) with jointed jib, self-propelled, estimated lift 80 to 100 tons; the Soviet steam freighter KIATURI, with a gross capacity of 2,000 GRT; three floating cranes (No. 7 on the sketch), with an estimated lift of 20 tons; two motor patrol boats whose characteristics and dimensions resemble those of the fast motor launches of the [redacted] revenue service, i.e., steel hull, a single (approximately eight mm caliber) machine gun forward, speed estimated at 20 knots, were also in port. The latter units were employed by Soviets for coastal patrolling. A floating drydock (No. 8 on the sketch), with a motor patrol boat resembling the two above, and two river tankers, loaded, with a capacity of 2,000 DWT each, were also in port. 25X1
12. [redacted] ship was flown over by two seaplanes. They were single-seater, single-engine, radial piston-prop, mono-planes with a speed of about 200 kilometers per hour. These aircraft flew in formation at 1,000 meters on a southerly course. Judging from the noise of the engines and their speed, [redacted] they were low-powered craft probably used for coastal patrolling. [redacted] three searchlights [redacted] spotted an aircraft over the city during the night. [redacted] five or six MIG jet fighters flew from a southerly direction over the Gulf of Odessa. 25X1

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13. [redacted] a motor patrol boat armed with a forward gun came in and out of the harbor several times towing a target for naval gunfire; shortly before [redacted] ship entered the outer harbor and an hour later, three-gum salvos were heard. 25X1 The motor patrol boat towing the small target was escorted by another armed with two (small caliber) AA guns, one forward and one aft, and two heavy machine guns aft between the bridge and the gun. [redacted] 25X1  
 [redacted] their tonnage was approximately 200 tons.

14. Soviet merchant ships in Odessa [redacted] included: 25X1

- a. F POMONSSA (sic), harbor service tug of approximately 250 tons, with a steam engine, a black hull, a white superstructure, and a high yellow funnel. 25X1
- b. VOSTOK, a freighter of approximately 8,000 DWT, with four holds, engine amidships, a black hull, a white superstructure, and a funnel [redacted] 25X1  
 [redacted] It unloaded small cases on 13 May and left the port on the morning of 14 May. It was equipped with radio and RDF. 25X1
- c. LIPETSK, a motor ship of approximately 9,000 DWT, with engine amidships, a black hull, a white superstructure, a black funnel [redacted] 25X1  
 [redacted] for passenger and freight service.
- d. ---- SUKANIN, a passenger ship of approximately 6,000 DWT, with engine amidships, a light gray hull and superstructure, and two high raked funnels, very similar to the old CITTA DI SIRACUSA. It also had radio and RDF. 25X1
- e. BUG, a motor ship of approximately 1,000 DWT, with engine aft, a black hull and white superstructure; two holds, which unloaded sand and left port on the morning of the 14th. It had radio only. 25X1
- f. ---- SEDOV, a motor ship of approximately 800 DWT, with engine aft, a white hull and superstructure; for passenger and freight service. It had both radio and RDF. 25X1
- g. SAMARKAND, a petroleum tanker of approximately 16,000 DWT, with a draft of eight meters, and a length of 165 meters. It was a very recent supertanker, with a gray hull and white superstructure. It had radio, RDF, and radar. 25X1
- h. BELORUSSIYA, a steamship of approximately 6,000 DWT, with engine amidships, a black hull, a white superstructure, and a black funnel [redacted] 25X1  
 [redacted] It was an obsolete type with four holds, and was equipped with radio and RDF.
- i. GRUZYIYA, a motor ship liner of approximately 8,000 DWT, with engine amidships, a white hull and superstructure, and radio and radar. It was a recent type of vessel. 25X1

15. On the inner side of the outer breakwater were the following ships:

- a. UKRAINA, a motor ship of approximately 5,000 DWT, with engine amidships, for passenger service, with a white hull and superstructure, and radio and RDF. It was of a fairly recent type.
- b. PN5, a liquid fuel barge of approximately 1,200 DWT.
- c. KOBZAR (sic), a tug of approximately 600 tons, with a black hull, a white superstructure, a black funnel with a red band, and a steam engine amidships. It had radio and RDF, and QL with stylus and L antennas. This was a modern vessel which patroled the coast daily.

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- d. SOLNCHELA (sic), a seagoing tug of the same type as above, with a black hull, a white superstructure, and a black funnel [REDACTED]. It had the same radio and radar equipment as c. above. It was a modern vessel, and took turns patrolling when the above-mentioned tug was in port. 25X1
- e. P R ZHEVALSKIY, a seagoing tug of approximately 700 tons, with Diesel engine amidships, a low funnel of the motor ship type, a light gray hull, a white superstructure, and radio, RDF, and radar of the same type as the two vessels above. It also was of a recent type.
- f. KLAIPEDA, a supertanker of approximately 16,000 DWT, with a light gray hull, a white superstructure, and radio, RDF, and radar. It was of a recent type, and was completely empty.
- g. MAIMA, a sort of barge of approximately 800 DWT, with a black hull, a gray superstructure, and engine aft.
- h. F. LOMONOSOV, a harbor tugboat of approximately 300 tons, with a black hull, a yellow and white superstructure, and a high yellow funnel [REDACTED] 25X1
- i. SRR 24, a type of landing craft of approximately 300 tons, with the hull and superstructure painted a smoky gray, i.e., navy gray.
- j. KURGAN, a motor ship of approximately 6,000 DWT, with a black hull, white superstructure, engine aft, four holds, and radio and RDF. It was of a recent type. It arrived on the morning of the 14th and unloaded coal.
- k. KIZIATASH (sic), a steamship of approximately 800 DWT, with engine aft, a black hull, and a white superstructure. It had five old type of hatches.
- l. IVAN FRANKO, a large river passenger vessel of 2,500 to 3,000 DWT, with two upper decks, engine amidships, and side-wheeler type of propulsion. The hull and superstructure were white. It was towed out of the inner harbor [REDACTED] and left moored in the outer harbor near Kherson on the northern side. 25X1
- m. POLTAVA, a harbor steam tug of 200 to 250 tons, with a black hull, white superstructure, and a yellow funnel [REDACTED] 25X1
- n. ADMIRAL USHAKOV, a steam tug of approximately 500 tons, with a black hull, white superstructure, and a black funnel [REDACTED]. It had radio and RDF. 25X1
- o. NEZHIN, a steamship of approximately 4,500 DWT, with four holds; ten booms, of which four were aft, four forward, and two over the midships machinery; a black hull; white superstructure; and a black funnel [REDACTED]. It was of recent construction with radio and RDF. 25X1
- p. BSN 415250, a type of repair ship of approximately 800 DWT, painted navy gray color. It had the engine aft, a blue flag at stern and on the mast with two red stars on a white rectangle in the upper corner. It was equipped with a direction finder placed somewhat forward.
- q. PECHORA, a tug of approximately 250 tons serving the port. Its steam engine was in disrepair. It had a black hull, white superstructure, and a black funnel [REDACTED]. It was towed by a smaller tug. 25X1
- r. M. NUZUTOV (sic), a seagoing tug of approximately 1,000 tons, with a diesel engine amidships, a low funnel of the motor ship type, a black hull, and a white superstructure. On 14 May, it towed the large river boat out of the inner harbor at 1600 and then proceeded northward alone.

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- s. SPAVYASK (sic), a passenger ship of 4,000 DWT, with engines amidships, a light gray hull and superstructure, and a gray funnel [REDACTED]. It was of an obsolete type, equipped with radio and RDF. It arrived [REDACTED] loaded with passengers. 25X1
- t. PUCHKOV (sic), a large harbor motorboat of approximately 50 tons, in local service. 25X1
- u. ROSSIYA, a motor liner of approximately 14,000 DWT, with engines amidships, four lower and two upper decks, white hull and superstructure, and a white funnel [REDACTED]. It had radio, RDF, and radar. It was of a recent type. It entered the port [REDACTED] with a load of passengers. 25X1
- v. NAMAKOY (sic), an empty oil tanker of about 14,000 DWT. This was a supertanker, with hull and superstructure painted gray, equipped with radio and radar. It left the port [REDACTED] and headed south. 25X1
- w. SVET, liquid fuel barge of approximately 1,200 DWT.
- x. TO-62, a fuel barge of the same type as above.
- y. PL-19, a large motor patrol boat or coast guard boat of approximately 450 tons, painted dark gray. It had two small-caliber elongated guns, one forward and one aft, and four heavy machine guns amidships. It was berthed at the warship pier near three destroyers.
16. There were two groups of antennas on the breakwater (see sketch No. 3, page 9 and 10).
17. On 28 June at a point between Cape Fontana and Odessa, there were five or six units in line headed for Odessa; the last of these units was towing a signal made up of a float [REDACTED], which was on the end of a cable approximately 100 meters long. What was possibly a cruiser was at anchor a half mile northward of Vorontsovskiy Mole head, in approximate position N 30-50, E 46-31. It had a displacement of some 7,000 tons, a raked bow, two funnels, and four turrets, two forward and two aft. 25X1

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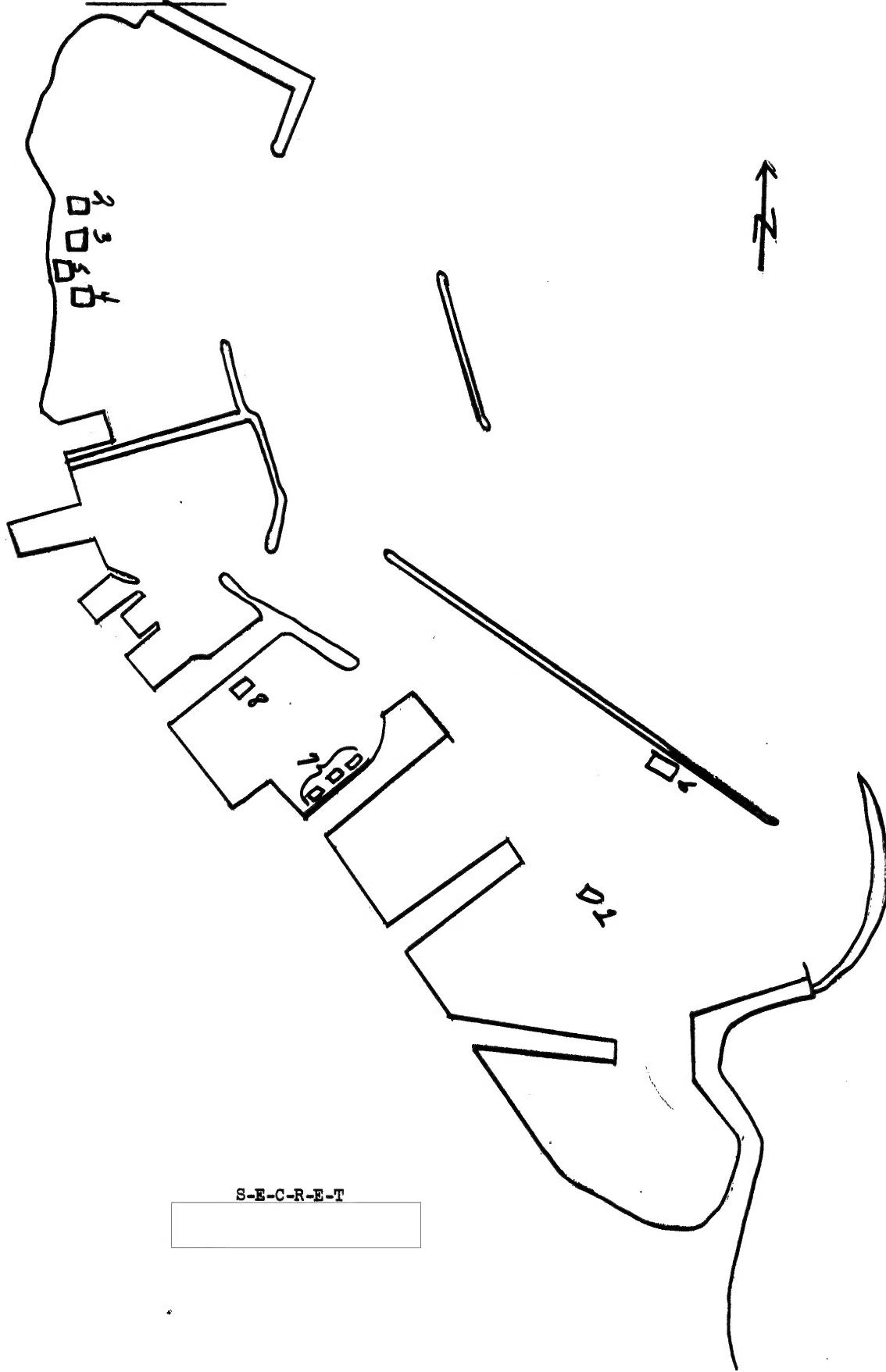
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Sketch No. 1  
Port of Odessa



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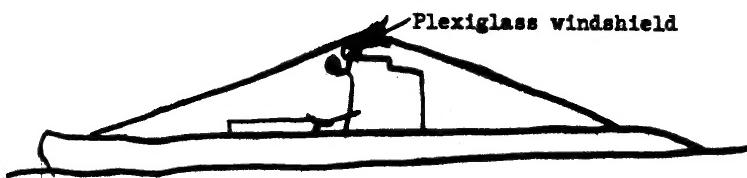


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Sketch No. 2

Submarine near Odessa



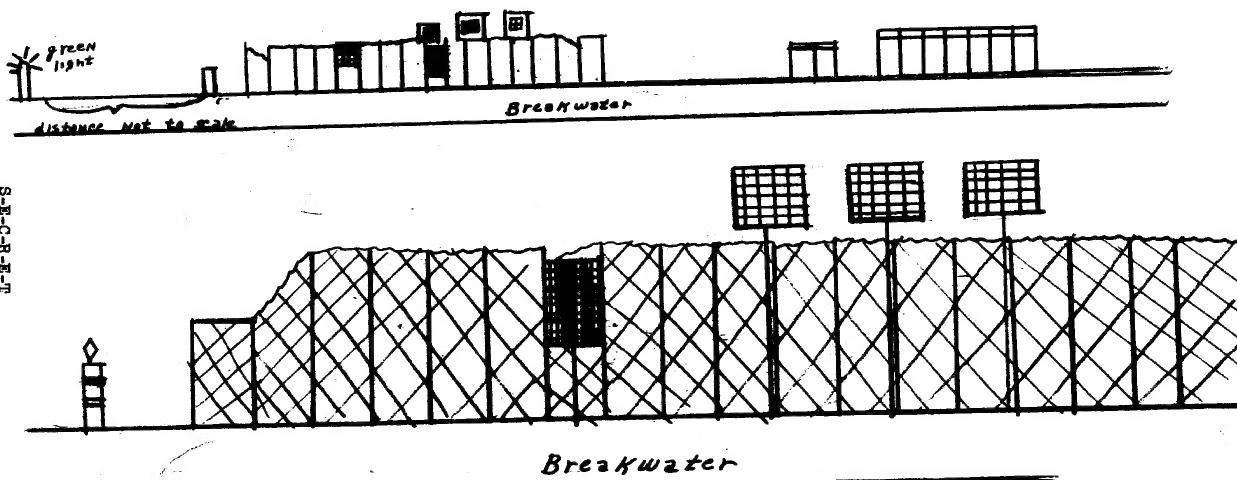
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Sketch No. 3

a) External general view from one mile away of the two groups of antennas on the breakwater.



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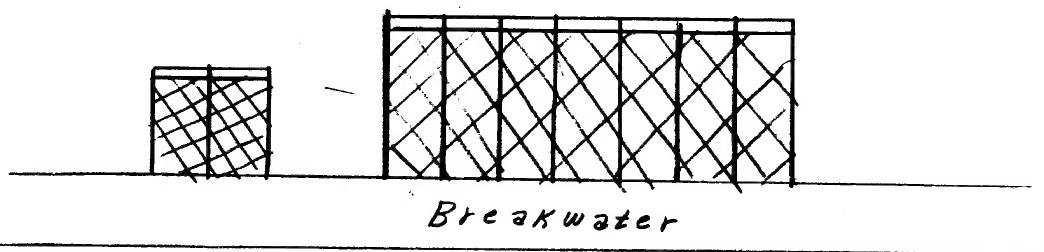
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b) External view of the first group of antennas from closer to the breakwater.

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c) External view of the second group of antennas from closer to the breakwater.

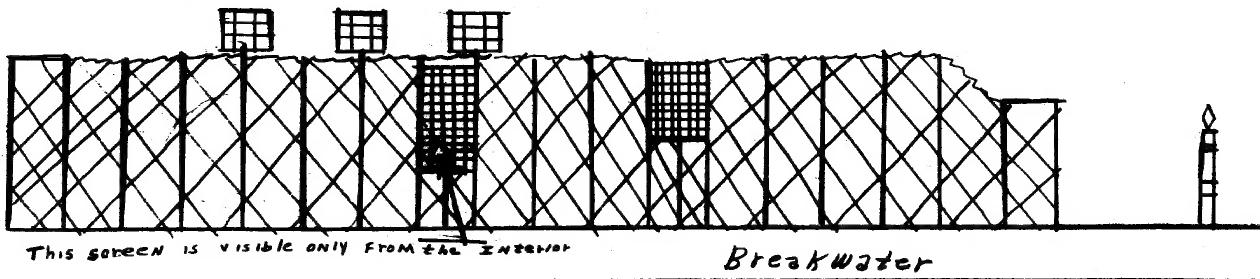


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Sketch No. 3 (cont.)

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d) Interior view of the first group of antennas.



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